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BOOK DEPARTMENT.

NOTES.

THE POLITICAL GEOGRAPHY of Africa is being subjected to such important changes from time to time that it has for some years been a difficult problem for geographers to keep pace with political events. It has been almost impossible to get an "up-to-date" geography of Africa. Those who have vainly sought for a complete work of this sort will welcome the publication of a new and entirely revised edition of Elisé' "Afrique australe." Although, of course, the volume has to do in the main only with South Africa, it is this section that has undergone the most important changes in recent years. The work of revision has been done by Onésime Reclus in such a manner that the book, as it now stands, is practically a geographical, political, economic and ethnographical encyclopædia of South Africa, written in the interesting and accurate style of Reclus. There is a vast amount of statistical material, several excellent maps, a chapter on the Transvaal war, and a bibliography.

The chapter on the Transvaal war manifests no sympathy for the English point of view, and describes the unwisdom of the war in such words as these: "Had England known what price she would be required to pay for destroying the two Dutch African republics, had she known that it would be necessary to send 240,000 men to Africa, *i. e.*, nine times as many as she had on the battlefield of Waterloo, had she foreseen the multitude of defeats that she was destined to suffer, had some prophet predicted that her honor would be tainted and the universal faith in her practical common sense destroyed, and had she realized that at least \$600,000,000 would be expended in the undertaking, she would undoubtedly have hesitated before beginning the war."

IN THE CAMBRIDGE HISTORICAL SERIES, the aim of which is to sketch the history of modern Europe, Dr. Brown¹ has undertaken a history of Scotland. As originally planned, the author tells us the work in one volume was to cover the last four centuries, but lack of a comprehensive medieval history made it necessary to modify this design. Volume I is, therefore, devoted to medieval Scotia; a forthcoming volume will have modern Scotland for its subject. In the volume at hand Dr. Brown brings the historical account of the Scottish people down to the death of James V., contemporary with Henry VIII. of England. His method is one of subordination of national leaders and of persons in prominent position to social and political movements. To this end he has divided his volume into four parts. Part I has

¹"*L'Afrique Australe*" (géographie universelle). Pp 358. Librairie Hachette. Paris, 1901.

²"History of Scotland." By P. Hume Brown, M. A., LL. D. Pp. xxix, 408. Price, \$1.50. New York: Macmillan Company, 1900.

for its subject "The Beginning of Scottish History," the picture being one of isolated tribes and inter-tribal contests. This part ends with the consolidation of highland and Celtic races. Part II takes for its theme "The Consolidation of Scotland," ending with the consolidation of highlands and lowlands under Alexander III. The struggle with England is the subject of Part III. In this the leadership of Baliol, Wallace, Bruce and others, which finally established David II. as the recognized and anointed king, and the complete severance of all feudal ties with England, are set forth. The last division takes up the contest between "Crown and Barons."

THE MONOGRAPH BY DR. GEORGE CATOR, on "Trust Companies in the United States," is commonplace. The subject is one of commanding interest, both from its historical and present financial bearing. The work of the author is in every way disappointing.

THE INTERNATIONAL RELATIONS of the little kingdom of Belgium⁴ form one of the most interesting problems of the law of nations. The importance of Belgium for her powerful neighbors is in inverse ratio to her territorial limits. A rich soil, prosperous industrial conditions and an honest and thrifty people have always made Belgium an eagerly coveted prize for the rulers of Germany and France. Fortunately England has been watchful lest one of her great rivals should gain too much power, too much wealth and a first-rate naval base with an inland seaport, almost within a gunshot of her own unprotected shores on the North Sea.

We cannot, in this short notice, review the very interesting chapters which Professor Descamps has devoted to the origin of the present situation of Belgium and to her policy as a neutral state, neither can we do more than mention the valuable collection of diplomatic transactions which the author has carefully reproduced in his work. Such matters are of special interest for the student of European history from the sixteenth century down to the Franco-German war of 1870. But we feel sure that the third, and by far the most important part of this book (pp. 300 to 580) will be profitably read by anyone interested in the recent problems of public international law. It might be very properly described as an exhaustive legal commentary of the state of permanent international neutrality. For not only does the author fully explain the rights and obligations of Belgium as an independent, sovereign and neutral state, whose neutrality is guaranteed by the five great powers of Europe in order to preserve peace, but he draws also a very interesting

³ Pp. 113. Price, \$0.50. Johns Hopkins University Press, 1902.

⁴"*La Neutralité de la Belgique*," au point de vue historique, diplomatique, juridique et politique: *Etude sur la Constitution des Etats pacifiques d'être permanent*—par Ed. Descamps, sénateur, professeur à l'Université de Louvain, etc. Pp. 630. Price, \$2.50. Brussels: Larcier, 1902.

sketch of the neutralization of Holland, Switzerland, Luxemburg and the Congo Free State, soon to become a Belgian colony.

The learned professor's book derives additional value from the fact that his ability and intimate knowledge of the subject have secured him the high honors of delegate from Belgium and secretary to the Peace Conference at the Hague and of recent appointments as member of the Permanent Court of International Arbitration and as general secretary of the Institute of International Law.⁶

FEASEY'S MONASTICISM⁶ can be cordially commended to the general public. The first book, dealing with "Pagan, Jewish and Christian Monasticism," is the least important part of the work. The second book is styled "St. Benedict, Founder of Western Monasticism;" it is a discursive, but readable account of the work which the different monks did in the middle ages. It justifies to a certain extent the sub-title: "A Forgotten Chapter in the History of Labor." It will be of great interest to all except the few scholars who are already familiar with the services to civilization wrought by the monks. The third book, "Conventual Constitution," treats of the government, officials and daily life of a monastery. It is full of interesting details and touches upon almost every phase in the life of the monks. There is an unimportant "Conclusion," discussing the dissolution of the English monasteries by Henry VIII, and an appendix containing a useful list of religious orders and a list of some monastic brasses. The author, although an apologist, writes with great fair-mindedness. There are some errors in fact and certain statements might be questioned; but these are minor defects in a book which supplies information about one of the great civilizing agencies of the middle ages—and, too, information which can not as readily be obtained elsewhere.⁷

"OUR BENEVOLENT FEUDALISM"⁸ is an attractive title under which W. J. Ghent has brought out his *Independent* articles on the trust movement. These essays have already attracted much attention. As critical essays and as literature descriptive of present movements they have undoubted value. In the role of prophet, however, Mr. Ghent will find few followers. Too much account is taken of the power of capital and too little of the force of popular opinion and of the dominance of popular will when once opinion has been definitely formed. The author fails to recognize that blind fatalism is gradually losing its hold on society; that there is a movement toward intelligent combination and centralization in political activity which must in the end dominate in the interest of public welfare.

⁶ Contributed by Professor A. Nerinx, University of Louvain.

⁶ "Monasticism: What is It? A Forgotten Chapter in the History of Labor." By Henry John Feasey. Pp. 280. Price, \$1.00 net. London: Sands & Co., 1902.

⁷ Contributed by Dana C. Munro.

⁸ Pp. viii, 204. Macmillan, 1902.

VOLUME II OF THE SECOND EDITION of Professor J. P. Gordy's "Political History of the United States"⁹ is published by Henry Holt & Co. This volume covers the history of the development of political parties from the end of Jefferson's administration to the beginning of Jackson's first term. In some respects Professor Gordy's work is an excellent one within the narrow field of politics. In places, however, it shows a lack of broad, historical perspective, as well as a lack of appreciation of the underlying principles that give color and form to party movements.

"SAVINGS AND SAVINGS INSTITUTIONS"¹⁰ is the title given by Mr. James Henry Hamilton, Professor of Sociology in Syracuse University, to an important work on this branch of financial institutional life. Professor Hamilton introduces his study by discussion of the theory of savings. After showing the social and educational value of saving and its economic importance, he then proceeds to a discussion of the best instruments of developing this power. In this relation the insurance company, the building and loan association, the co-operative bank, the municipal savings bank, the trustees' savings bank, the postal savings banks of England, Belgium, Italy, Holland, France, Austria, Russia and the British colonies are brought into review. The conclusion reached is that "the post-office type is best adapted to do the work which representatives of the other types leave undone and that it is, on the whole, the best fitted to the social needs of people in all sorts of social conditions." Professor Hamilton's study shows an intimate knowledge of the subject which he presents and his materials are well handled.

AT A TIME WHEN THE Louisiana Purchase¹¹ is brought into special prominence by preparations for its centennial celebration, Professor James K. Hosmer's contribution to its history is especially timely. Dr. Hosmer's point of view, viz: that the acquisition of Louisiana by the United States was largely the result of an accident and incident to European politics and diplomacy, though not new, is presented with greater emphasis and detail than in the works of other writers. While it may perhaps be questioned whether the author gives to Jefferson and to the party in power at the time, enough credit for having recognized an opportunity of immense advantage to the United States and for seizing upon it at the proper time, the conclusion is well established that Napoleon's friendly disposition towards the United States and his sudden resolution to sell Louisiana to us arose out of his fear that England would add another colonial possession to the already immense

⁹ Pp. 581. Second Edition, revised. New York, 1902.

¹⁰ Pp. 436. Price, \$2.25. New York: Macmillan, 1902.

¹¹ "The History of the Louisiana Purchase." By James K. Hosmer. Pp. 230. Price, \$1.20. New York: D. Appleton & Co., 1902.

territory acquired from France. Marbois represents the Emperor as saying: "I know the worth of Louisiana and I have wished to repair the error of the French navigator who abandoned it in 1762. I have recovered it on paper through some lines in a treaty; and I have hardly done so when I am about to lose it again. But if it escapes me it shall one day be of dearer cost to those who forced me to give it up than the cost to those to whom I shall surrender it. The English have successively taken from France, Canada, the Isle Royal, New Foundland, Acadia and the richest territories of Asia. They are intriguing and disturbing in San Domingo. They shall not have the Mississippi which they covet." Although opposed by his brothers and by ministers of state and by the French law-making power this, in a sentence, accounts for the overruling purpose of Napoleon which gave to us Louisiana. After showing the cause and the character of the opposition to its purchase, and the subsequent struggles with Spain and Great Britain for its retention, the author concludes his work with an account of the development of that vast dominion, which has played so large a part in our national development.

DR. BENJAMIN HOWARD'S "Prisoners in Russia"¹² will attract popular interest at a time when penology and criminology are subjects so prominently in the public mind. It is at once an account of adventure and a treatise based on association with the criminal classes. Proceeding from the point of view of the political and social bearing of crime, Dr. Howard gives out the testimony of an eye-witness to the working of a prison plan that excites our interest and admiration. The question may well be raised after such an account, whether the Russian prisoner is not more humanely treated than our own; whether the Russian principle of penal settlement is not one that other nations might adopt or reinstitute for civil as well as political penalties? One of the chief services of such a work is to place before the reading public a view of Russian penal institutions that heretofore has been wanting.

IN PREPARING THE REPORT ON "The Social Evil" for the Committee of Fifteen, Mr. Alvin S. Johnson, instructor in Economics at Columbia University, has done excellent service for the general public.¹³ His analysis of the attempts to regulate prostitution is a careful one. It is commonly assumed that in European countries many of the measures adopted have proved successful. Mr. Johnson shows that this is not the case. Conclusion is reached by inquiry: "If they have failed in Europe, what chance have similar schemes in the more complex conditions of American cities?" The committee assumes that the evil is to exist for a long time to come, and

¹² Pp. xxx, 389. Price, \$1.40. D. Appleton & Co., 1902.

¹³ "The Social Evil." A report prepared under the direction of the Committee of Fifteen, New York: Putnams, 1902.

questions the wisdom of attempts to suppress or merely regulate as unwise. It is suggested that "moral regulation of vice" would be more efficacious. Flagrant incitations to debauch should be suppressed. Legitimate amusements should be separated from vicious surroundings. Houses obtrusively devoted to immorality should be closed, and the formation of disorderly districts thus be stopped. Openly immoral persons should be kept out of the tenements and children thus protected from evil example. Mr. Johnson (page 153) gives Prussia the credit for making the first systematic attempt to protect the children in this respect, but from his description it is hard to see in what way the law mentioned is in advance of the laws of some of our states, Illinois for instance. Proper medical provision should be made for treatment of venereal disease, and, to prevent the inoculation of the innocent, physical certificates are recommended for those desiring marriage licenses. "Reglementation would arouse the uncompromising hostility of a great part of the community. Intelligent moral control would meet with the approval of all, excepting of those who are not satisfied with a plan which would only gradually bring about moral and sanitary improvement, and who dream there is some royal road to the instant abolition of either moral or sanitary evil."

The "Raines Law Hotels of New York City" are discussed in an appendix.

"DANIEL WEBSTER"¹⁴ is the most recent contribution of Professor John Bach McMaster to American history. Though the central figure is the subject of biographic sketch, in content the work is of high historic value; it is the history of the two great struggles for national survival, made real and given life and movement by association with the deeds and words of one most prominent in the councils of the nation—one who more truly than any other one man sounded the keynote to national unity.

MR. J. P. NORTON, in his "Statistical Studies in the New York Money Market"¹⁵ has given to the public a very carefully prepared statistical analysis of the movement of reserves and other items of the consolidated banks of New York for twenty-two years. The title of his study would have been more exact had he called it "New York Bank Statistics for the Last Twenty-two Years." In so far as Mr. Norton has to do with the theory of money and credit he cannot be said to have added anything to the literature already extant except in so far as he may have made it more abstruse and involved by attempting to translate these theories into mathematical formulæ. He has added nothing to statistical representation other than a well-executed chart

¹⁴ Pp. xi, 343. Price, \$2.00. New York: Century Company, 1902.

¹⁵ "Statistical Studies in the New York Money Market." By John Pease Norton, Ph.D. Pp. 108. Price, \$1.90. New York: Macmillan Co., 1902.

of the weekly bank statistics. He may be said to have contributed something by way of giving a well worked out mathematical base for the study of these statistics from the standpoint of averages. These he has reduced to averages of growth, to averages of periodic fluctuation and to averages for giving a basis in the study of unusual changes. From the standpoint of the mathematician his work is of value if it may be taken for granted that his mathematical assumptions are true. From the point of view of the economist and the public man it is questionable whether the reduction of an assumption to mathematical formulæ assists in its comprehension or puts it into better form as a basis for reasoning. A second question arises as to whether or not these assumptions chosen by Mr. Norton are true.

AN INTERESTING SERIES of monographs relating to local conditions in the region about Lyons, France, is being issued by the "Office Social de Renseignements et d'Etudes de Lyon."¹⁶ The first volume deals with the economic and social movement in this region, and contains a series of studies covering the silk and ribbon industry, the cultivation of the grape, the clock industry and a number of papers relating to taxation and labor organizations. The editors of the series, Professor Paul Pic, of the Faculty of Law of Lyons University, and Professor Justin Godart, Professor of Political Economy in one of the local institutions, have evidently in mind a complete presentation of every aspect of economic and social life in that section of France. The material presented will be invaluable in the study of the industrial history of the country.

THE AWAKENING OF the English public to the waning commercial prowess of Great Britain has manifested itself in inquiries made by public-spirited men, and especially by the leading journals of the country, making inquiry into the causes of British weakness in competition with America and Germany. In no particular has this investigation been more startling in its results or appeared less favorable to Great Britain than in relation to her transportation systems. Among her shrewdest critics has been Mr. George Paish,¹⁷ whose articles, first appearing in *The Statist*, are now placed in the hands of the reading public in book form. For the purposes of his investigation of railway conditions on this continent, Mr. Paish made a tour of America and Canada. His results are brought into comparison with the leading systems of his own country with which he was already familiar. In comparing American and English conditions his method of exposition has been one of alignment of the London and Northwestern Railway with the Pennsylvania system. The

¹⁶ A. Storck et Cie, Imprimeurs-Editeurs, Lyon. Paris, 16 Rue de Conde, 1902.

¹⁷ "The British Railway Position." By George Paish. Reprinted from *The Statist*, with introduction by Mr. George S. Gibbs. Pp. 322. Published by *The Statist*, 1902.

former is taken as the best type in England, the latter as representative of the most improved systems on this side.

Viewing the situation as a whole, Mr. Paish shows that the defectiveness of English railways is due very largely to two causes; *first*, lack of statistical information necessary to the understanding of the particulars of railway working in a broad way, and *second*, inferior organization, and adaptation to modern commercial conditions resulting in inability to economize.

Using the two systems above named as a basis for a specific comparison, Mr. Paish shows that the present method of carrying passengers, viz, one of separation of the patrons of the road into three classes and providing separate compartment accommodation for each of these is unfavorable to the highest economy. The first-class traffic does not pay; the average number of this class carried per train mile is only about two; there has been a decrease during the last twenty years both of traffic and revenues derived therefrom. Eighty-five per cent of the total passenger income of the road comes from the third-class and from the holders of season tickets. He further shows that in 1880, 45.6 passengers was the average number carried per train per mile, whereas in 1900 the number per train mile had increased to only 49.4.

The freight traffic makes an even less favorable showing. In 1880, the average train load was 65.6 tons, whereas in 1900 it had increased only three tons per train load. On the other hand, the cost to the customer of the road per ton per mile had remained the same and the expenses of handling the freight to the road had increased 24 per cent. Comparing the London and Northwestern with the Pennsylvania it is shown that the average passenger train load of the Pennsylvania is about seven times greater than that of the English system; the average Pennsylvania freight tonnage per mile is 486.6 tons as compared to 68.6 tons for the London and Northwestern. The capacity of the American freight car and the management of the American freight system has been such as to increase both the amount which may be carried in each car as well as the train load, thus increasing the economy with which this class of traffic may be handled.

A more detailed comparison of cost is as follows: "In 1880 the Pennsylvania was able to move a ton of goods at a cost of 27*d.*; in 1900 the cost was only 18*d.*, a reduction of 33 per cent. In 1880 the cost of moving a ton of goods on the Northwestern was 55*d.*; in 1900 it was 68*d.*, an increase of 24 per cent. Thus the cost of moving a ton of goods on the Pennsylvania has been reduced by 33 per cent while on the Northwestern the cost has risen nearly 24 per cent in twenty years."

Quite as striking is the comparison made with reference to the organization of the service. In this relation Mr. Paish shows that the British system has followed customary and stereotyped lines, whereas, under the intense competition engendered in America our systems have been constantly improved and economies have been wrought out which are largely responsible for the result above shown. One of the conditions standing in the way of improvement in the British system, as seen by the author, is the fact that nearly all of the private shipping facilities and loading appliances, as well as

the cars owned by private parties, are adapted to the old system. With this condition confronting the railroads and with Parliament holding them within strict lines it is conceded that the companies are helpless to adopt methods which business judgment would suggest. On the other hand, the management itself has been allowed to run on for generations without any serious consideration of better organization and greater economy. Recognizing the truth of Mr. Paish's position and suggestions, some of the most enterprising railway managers of Great Britain have begun a system of renovation. Mr. George S. Gibbs, the general manager of the Northwestern Railway, who writes an introduction to the book, states that in large measure the strictures made by the author must be accepted as true. He, however, calls attention to some of the dangers to be avoided in attempts to carry his suggestions too far.¹⁸

AN EXCELLENT EXAMPLE of a spirit of fawning sycophancy prevalent among a considerable class of England's subjects is displayed in Pascoe's "Ceremony of the Coronation."¹⁹ If to bow before ancient trappings and forms, to gape at dazzling equipages, can make a king or a people, then this portrayal may seem timely. An appendix is attached which shows the general plan of the festivities, also some interesting information about ancient robes and ceremonies.

THE DRIFT OF THOUGHT in England as well as in this country is toward the notion that the two "great formative agencies of the world's history have been the religious and the economic." That "here and there the ardor of the military or the artistic spirit has been for a time predominant; but religious and economic influences have nowhere been displaced from the front rank even for a time, and they have nearly always been more important than all the others put together." It is with this conviction that Mr. L. L. Price²⁰ makes a brief survey of the commercial and industrial development of England from the earliest times to the establishment of free trade in the middle of last century. The author is under numerous obligations to Ashley and to Cunningham, and gives us a readable and welcome economic interpretation of historic events.

"A TRANSLATION OF SEIGNOBOS' "History of the Roman People"²¹ has just appeared. Dr. William Fairley, of New York City, is the translator. In

¹⁸ Contributed by Frederick A. Cleveland, University of Pennsylvania.

¹⁹ "Pageant and Ceremony of the Coronation of their Majesties King Edward VII. and Queen Alexandra." By Charles Eyre Pascoe. Pp. 290. Price, \$1.40. D. Appleton & Co., 1902.

²⁰ "A Short History of English Commerce and Industry." By L. L. Price. 12mo, pp. xii, 252. New York: Longmans, Green & Co.

²¹ Pp. x, 528. Price, \$1.25. Henry Holt & Co., 1902.

his preface he states that "his aim has been to fit the French work to American class-room use." In this interest the judgments of the author have been preserved. Divergent views are presented in footnotes. Dr. Fairley has added two chapters to the original text to bring the history down from the reign of Theodosius I. to the time of Charlemagne, this period being most usually included in the course given in American schools. He has also added an appendix to each chapter, in the nature of a short list of sources in English for collateral reading.

"THE NEGRO IN AFRICA AND AMERICA"²² makes no pretence to originality. It does not seek to prove by allegory or otherwise the preconceptions of the author. When we find that the book is written by the son of an ex-slave holder, and that it is not polemic in tone, our interest is increased. Mr. Tillinghast, a graduate student at Cornell University, has written a book which should be read by all who are interested in the negro, and the reading should be made compulsory for all who debate the problems involved. As Professor Wilcox says in his introduction: "To realize that many characteristics of the American negro are part of his inheritance from Africa and were bred into the race there through long generations, may perhaps strengthen the patience and forbearance of those who seek to expedite his progress. . . . The work of Mr. Tillinghast has given me much light upon a question in which, for years, I have been interested and believe that many others will share my judgment." The main argument is to show that the heredity of the negro goes further back than slavery.

The book is divided into three parts. Part I deals with African conditions. The influence of the climate is shown to be depressing and hostile to economic development, that natural selection did not favor the man of energy. The little heavy work was largely done by women who were the chattels of men and valued accordingly. Witchcraft, sorcery, etc., with fantastic superstitions made up the religion in which morality as measured by our code, played little part. Deceitfulness was a prominent characteristic. Chastity rested on its market value and succession of goods was through the female. Slavery was universal and children were allowed to grow up free from any special restraint or training.

In Part II the conditions under slavery are discussed. Two forces at once come in operation: (1) The efforts of the owner to promote habits of industry and (2) the unconscious imitation of the whites. The question of race amalgamation is discussed in a tentative fashion and some of the results are mentioned. Mr. Tillinghast protests against the confounding of negroes with mulattoes in estimates of progress and shows that even under slavery the half-breeds were preferred for certain positions to the pure negroes. Slavery was a school, though in many ways the curriculum was incomplete. The question is, "Did slavery develop in the negro his indolence, carelessness,

²² Joseph Alexander Tillinghast. Publications of the American Economic Association. New York: Macmillan, 1902.

cruelty to animals and aptness in deception, or did it merely fail to eradicate them as some better devised system might have done?" Mr. Tillinghast recognizes that there has been considerable development along many lines.

In Part III the negro is considered as a free citizen. Attention is called to the fact that the freedom of the negro was not self-attained as has been the case in most other nations of the world. Various causes are resulting in gradual segregation of the white and black. The free intermingling of two such distinct races is considered impossible. "All theories of abstract right, all generous hopes to the contrary must go down before this stubborn law of human affinities and repulsions." Although there has been economic progress the negro is not yet in a place of safety. The church has become the great social pivot, but religion and morality are still largely divorced.

Time, struggle and sacrifice have always hitherto been required to create a great race. If these are to be expected of the negro he must traverse a long road, not in safe isolation in a country all his own, but in a land filling fast with able, strenuous and rapidly progressing competitors. Under such circumstances his position can with difficulty be regarded as other than precarious to the last degree.

Our agreement with Mr. Tillinghast's conclusions is unimportant. He has brought within easy access a mass of material hitherto to be obtained only by reading many books. The style is rather heavy and there is a good deal of repetition, but otherwise the work is well done.²³

PROFESSOR ZUEBLIN'S BOOK on *American Municipal Progress*²⁴ gives a succinct account of the activities of the larger cities of the United States. In his method of treatment the author has made a step in advance by pointing out the relation of municipal service to the broader questions of social progress. Since Shaw's two works on *Municipal Government in England and Continental Europe* we have had no adequate discussion of the relation of the municipality to social welfare. Most books on the subject have laid emphasis on questions of governmental organization. It is refreshing to find the broad point of view which Professor Zueblin represents so clearly and consistently carried out in every chapter. This is particularly true in his treatment of public recreation, public works and sanitation. In these, as in the other chapters of the book, he shows a thorough and first-hand acquaintance with municipal conditions in this country. Without assuming the role of the reformer, the marshaling of facts is such as to leave a clear impression. There is probably no better method of arousing a real, living interest in local affairs than the presentation of facts in such a way as to show that municipal government is but one phase of a larger national problem to which the best energy of the country is now being directed. Professor Zueblin has done a public service in presenting in its true light the possibilities of our present municipal situation.²⁵

²³ Contributed by Carl Kelsey.

²⁴ "American Municipal Progress; Chapters in Municipal Sociology." By Charles Zueblin. Pp. 373. Price, \$1.25. New York: Macmillan, 1902.

²⁵ Contributed by L. S. Rowe.